

Appendices

Appendix A – Materials Presented at Meeting

A1. Meeting Agenda

A2. Project description

A3. Presentation slides

A4. Comment Card

Appendix B - Comments from Participants

A1. Meeting Agenda



Cal Park Tunnel and Multi-Use Pathway Rehabilitation Project

Public Meeting Agenda

December 12, 2005

6:30 – 8:30 PM

P.O. Box 4186
San Rafael
California 94913-4186

Phone: 415/499-6570
Fax: 415/499-3799

www.marintraffic.org

Belvedere
Jerry Butler

Corte Madera
Melissa Gill

Fairfax
Lew Tremaine

Larkspur
Joan Lundstrom

Mill Valley
Dick Swanson

Novato
Pat Eklund

Ross
Jeanne Barr

San Anselmo
Peter Breen


San Rafael
Al Boro

Sausalito
Amy Belser

Tiburon
Alice Fredericks

County of Marin
Susan Adams
Hal Brown
Steve Kinsey
Charles McGlashan
Cynthia Murray




- | | | |
|----|-------------------------------|---------------|
| 1. | Welcome and Introductions | Bonnie Nelson |
| 2. | Project Overview | Bill Whitney |
| 3. | Review of Major Design Issues | John Hugunin |
| 4. | Project Schedule/Next Steps | John Hugunin |
| 5. | Public Comments | |



Cal Park Hill Tunnel Rehabilitation and Multi-Use Path Construction

COUNTY OF MARIN
Department of Public Works

Public Meeting, December 12, 2005







Public Meeting, December 12, 2005

Project Overview

- Project History and Status
- SMART's Role
- Introduction of Project Team
- Project Scope
- Project Schedule
- Project Funding






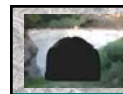



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Project Overview (cont'd)

History and Current Status

- **Passenger and Freight Rail Tunnel**
1,106-foot-long tunnel facilitated rail service between Larkspur and San Rafael
- **Disuse and Closure**
As rail declined in importance, maintenance was deferred; closure due to partial collapse and fire
- **Restoration and Reuse**
Marin County, SMART, and TAM seek to restore the tunnel for bicycle/pedestrian use; potential rail service









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Project Overview (cont'd)

SMART's Role

- **Provisions for Potential Rail Use**
Preparing the tunnel for potential future commuter rail use eliminates inconvenience and cost of closing the tunnel later
- **SMART Joins Design Phase as Partner**
SMART agrees to provide necessary funding to accommodate the potential for joint use of the tunnel
- **Overall Project Cost estimated at \$17 million**
SMART to fund \$7 million for additional work necessary to facilitate potential future commuter rail operations



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Project Overview (cont'd)

Introduction of Project Team

- **TAM/County of Marin**
- **Technical Working Group**
Cities, County, GGBHTD, SMART and nearby Property Owners
- **Design Team**



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Project Overview (cont'd)





Project Scope

Rehabilitate Cal Park Hill Tunnel

Construct Class 1 Bikeway along SMART Right-of-Way, which will not preclude future use by SMART for commuter rail service

Key Statistics

- Project Length: 1.02 miles
- Tunnel Length: 1,106'
- Northern Terminus in San Rafael (Andersen Dr./E. Francisco Blvd.)
- Southern Terminus in Larkspur (near Larkspur Landing)

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Project Overview (cont'd)

Project Schedule

- **Completed Preliminary Engineering** August 2005
- **Complete Baseline Design** February 2006
- **Complete Engineering Design** by the end of 2006
- **Issue Construction Contracts for Bid** by Spring 2007
- **Begin Construction** Summer 2007
- **Open to the Public** Fall 2008








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Project Overview (cont'd)

Project Funding

Source	Amount* (Millions)
TEA-21 Funds	3.0
BTA Funds	0.9
TLC Funds	1.5
RM-2	3.8
SMART-RM-2	7.4
County/Local	0.4
Total	17.0

* January 2005 Dollars

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Input on Remaining Design Decisions

Recent Progress:

- **Pathway Alignment** – Alignment East of SMART preferred
- **Received TWG Input** – Operations, Maintenance and Incident Response Planning

Public Input Needed:

- **Pathway Amenities** – “Functional” versus “Aesthetic”
- **Pathway Connections** – Options in Larkspur







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Input on Remaining Design Decisions

Potential Pathway Amenities

- **“Functional” Pathway Amenities**
 - Water Fountains, Bike Racks, Trash Receptacles, Trailheads, etc.
- **“Aesthetic” Pathway Amenities**
 - Interpretive Signage, Landscaping, Decorative Pavement Treatments, Pedestrian Bridge Aesthetics, etc.









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Input on Remaining Design Decisions

Potential Pathway Amenities: Interpretive Opportunities

- History
- Culture
- Nature
- Geology
- Geography
- Commerce
- Agriculture

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Input on Remaining Design Decisions

Potential Pathway Amenities: Recreational Features

- Rest areas
- Pocket parks
- Greenways
- Linear Parks
- Jumps and bumps






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Input on Remaining Design Decisions

Potential Pathway Amenities: Recreational Features

- Areas for commerce
- Events
- Public Art






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Input on Remaining Design Decisions

Potential Pathway Amenities: Design - Integral

- Structures
- Alignment
- Trailheads
- Signs/stripping
- Fencing








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Input on Remaining Design Decisions

Potential Pathway Amenities: Design - Integral

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Input on Remaining Design Decisions

Potential Pathway Amenities: Design - Integral








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Input on Remaining Design Decisions

Potential Pathway Amenities: Design - Support Features

- Entries
- Surface
- Bike racks
- Drinking fountains
- Restrooms
- Shelters
- Benches

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Input on Remaining Design Decisions

Potential Pathway Amenities: Design - Support Features








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Input on Remaining Design Decisions

Potential Pathway Amenities: Design – Support Features

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Input on Remaining Design Decisions

Potential Pathway Amenities: Design – Support Features







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Input on Remaining Design Decisions

Potential Pathway Amenities: Selection Factors

- Capital budget
- Maintenance budget and capabilities
- Setting, proximity to neighborhoods
- Availability of utilities
- Security, safety, noise concerns
- Community interest
- Level of use

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Input on Remaining Design Decisions



Pathway Connections

San Rafael (North) Terminus

- Andersen Drive/Francisco Boulevard

Larkspur (South) Terminus

- Vicinity of Larkspur Landing Circle
- 5 Options Being Studied






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Input on Remaining Design Decisions

Pathway Connections

North Terminus - Andersen Drive/ Francisco Boulevard








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Input on Remaining Design Decisions

Pathway Connections

South Terminus – Five Options: "A" through "E"

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Input on Remaining Design Decisions

Pathway Connections

South Terminus Photos – Options “A” through “E”



(A) (C) (B) (D) (E)




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Input on Remaining Design Decisions

Pathway Connections

South Terminus – Selection Factors:


- Separated or Shared Path
- Use of Existing Easement
- Compliance with Americans with Disabilities Act
- Impacts to Parking
- Impacts to Trees
- Crossing at Larkspur Landing Circle
- Emergency Access
- Others?




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Public Involvement and Outreach


- Future Public Meetings
- Online Project Updates

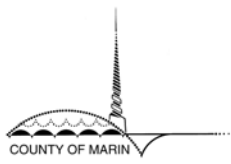



Open Discussion, Questions and Comments

Thank You!





Bill Whitney
Transportation Authority of Marin
P.O. Box 4186
San Rafael, CA 94913

E-mail:

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Bill Whitney
Transportation Authority of Marin
P.O. Box 4186
San Rafael, CA 94913

Appendix B. Comments from Participants

Cal Park Tunnel Rehabilitation - Public Meeting, Dec. 12 2005, San Rafael

Topic	Comment
ADA	When there is no bus running, for example late at night, the disabled can use the trail to get around. This reduces the sense of isolation. Therefore, please keep it open 24 hours.
ADA	This is a vital pedestrian gap closure for the disabled. This provides a safe level pathway, connecting communities. Supports extended hours of operations, and wants ADA access at the south end.
ADA	Path should be OK for wheelchairs too.
Amenities	Provide more bike storage at the Ferry terminal.
Amenities	Covered bike parking at the ferry terminal.
Amenities	Put the lighting up high to minimize vandalism.
Amenities	Path should be lighted.
Amenities	Consider "park and pedal" areas where people could drive with their bikes to an access point for the trail. This would help with congestion at both rush hours.
Amenities	Consider decomposed granite for the rail side of the trail, for runners, until the rail goes in.
Amenities	Explore opportunities for recreation above the tunnel. Kids need a recreational destination along the path.
Amenities	Recycle containers; have benches at either end of the tunnel.
Amenities	I would rank amenities in this priority order: 1. Useful and accurate signage 2. Adequate lighting 3. Useable cutouts (for benches and vista points) 4. Art installations. I am NOT a proponent of spending funds on water fountains. I find them to be an outdated and poor use of public funds.
Amenities	I have traveled extensively in Western Europe via bicycle and have found the pathway signage in Germany, Austria and Switzerland to be superior to other places. I am told the Dutch do a terrific job also. I encourage TAM to access the bicycle/pedestrian pathway experts here (i.e. members of the MCBC or SFBC) and abroad in the design and execution of signage for the tunnel and its associated pathways. In fact, Marin County would certainly benefit from uniform pathway signage on all of its pathways and this project could take the lead in setting that design standard.
Connections	The Marin County Bicycle Coalition believes that the pathway should lie on the east side of the right-of-way. This will allow access to the path without crossing tracks by users from the Canal area of San Rafael at the north end, and to Larkspur Landing and the Larkspur Ferry Terminal at the south end. We are very pleased that the east side location is now part of the design.
Connections	The Marin County Bicycle Coalition prefers the Option D access path because it is the shortest and most direct line off the railbed, the elevation change is least at that point, and it leads straight to a good place to cross Larkspur Landing Circle, enter the Larkspur Landing shopping center parking lot and get to the pedestrian over-crossing of East Sir Francis Drake Boulevard and thus to the Larkspur Ferry Terminal.
Connections	How will this connect to the Ferry?
Connections	Access point D is not a preferred option by a Larkspur Landing property owner. High conflict zone for the entry.
Connections	Make an elevated path through the parking lot (raised a few inches).
Connections	Path as above around the periphery of Larkspur Landing to the bridge to the ferry; or through the center by the pub area (to entice stopping).
Connections	Regarding the access point on the south – consider the economic benefits of the path users coming to Larkspur Landing.
Connections	This is a critical connection from San Rafael to the ferry terminal!

Topic	Comment
Connections	Time would be cut by 10 minutes from Larkspur Landing to central San Rafael (as compared with a car). Workers could get to jobs more easily.
Connections	If the access is going through a parking lot, delineate the path very clearly through the use of different materials, pavement color, speed bumps, etc., to indicate to drivers that they are driving across a pedestrian/bike zone.
Connections	The tunnel is a safer way to get to the Ferry terminal. This will increase the non-motorized patrons at Larkspur Ferry.
Connections	Having the tunnel may increase off-peak ferry trips. (The peak hour ferries are full).
Connections	When the tunnel is open, I'll bike, not drive, to work!
Connections	I prefer the street-level access at the south end that aligns with the entrance to the shopping center. This will be the best entrance even after a connection over Sir Frances Drake and Corte Madera Creek is established.
Connections	Residents East of 101 in Larkspur belong to the San Rafael school district, and currently use East Sir Frances Drake to Andersen to get to Davidson Middle School. This is dangerous. This tunnel would create a safer way to get to school.
Connections	The new condemned inmate Facility is due to break ground June 2006. This will create a lot more traffic and decrease safety on east SFD. Kids are riding on SFD from San Quentin. They need safe access between San Quentin Village, and Larkspur and San Rafael.
Connections	East side is best for trail alignment.
Connections	Favors an east alignment.
Connections	How can we extend the pathway to the Richmond Bridge?
Connections	Supports the "D" alternative for access, with a round-about (traffic circle) for traffic calming.
Connections	I also encourage the addition of access – at least for pedestrians – at Bellam at the north end. Without it, people will be riding and walking on Anderson under the freeway where it is very congested. At a minimum, a multi-use path should be built under the freeway on the north(east) side of Anderson.
Connections	The South (Larkspur side) Entrance: It is imperative, in my opinion, that Southern access to the tunnel be as logical and convenient as possible to encourage regular use of the path by bicyclists and thru users (such as commuters and school children). It should be integrated, or designed to be integrated, into the eventual SFD crossing to promote a smooth and safe crossing of SFD. I had the impression during the presentation that there was less coordination with SMART than needed to properly design this important access point. And I was not confident that the proposed options would provide the superior access the tunnel deserves.
Connections	I prefer options D & E in Larkspur.
Funding	Look into getting Environmental Justice funding from CalTrans
Funding	Encourages the team to start construction quickly, before the price goes up!
General	It is a very sensible and smart project.
General	Do more outreach to the Canal community
General	The bike path will be a big tourist attraction.
General	Rail trails are well liked by local people, and are used by visitors. Speaker showed pictures of a tunnel with a picnic area on top of the tunnel.
General	Before this tunnel is open, we will see \$4 - \$5 /gallon gasoline prices. We need to think about things we can do to use other forms of transit. This tunnel is one way.
General	I enthusiastically support the tunnel re-opening.
General	I do not feel comfortable biking in Marin because of all the traffic. I would like to have this connection to Corte Madera.
General	Rails to Trails studied bike tunnels – communities embraced these facilities, property values went up around the tunnels and paths. Tiburon and Corte Madera bike paths are extremely popular, as you can see any clear weekend day. If you build it, they will come!!

Topic	Comment
General	I am a strong proponent for the reopening of the CalPark tunnel and I commend TAM staff and all the other agencies who have worked so hard to bring this project to its current status. Overall, I liked what I saw in the plans at the San Rafael community meeting in December and believe that, if executed as planned, the tunnel and its associated pathways will be an extremely valuable asset to the citizens (and visitors) of Marin County.
General	Once this tunnel is open, other communities will want to have their tunnels opened too!! (Lincoln Ave, Fairfax, Mill Valley).
Hours	Having the tunnel open 24-hours a day is preferable for 4 reasons: 1 – Safety – more eyes on the tunnel prevents mischief. 2 – Cost – the daily opening and closing will cost \$30k a year, which would be better spent on amenities or other enhancement. 3 – Usability – links transportation facilities. 4 – Return on investment – we are spending \$17 million on this tunnel, and lose our return if it is closed almost ½ the time. Cited Rails to Trails “Tunnels on Trails” Study. (These comments will be submitted in writing).
Hours	24 hours a day! Yes!
Hours	24-hour access is important for many reasons. If the tunnel were closed in the evenings and early mornings, it would discourage commuter use.
Hours	24/7 access is necessary for those who work in restaurants.
Hours	There is <i>no</i> reason to close the tunnels during any certain hours.
Hours	Wants the tunnel open 24 hours. Example – the Ft. Baker tunnel, which is open 24 hours. There have been no negative incidents there. The Golden Gate Bridge sidewalk used to close – it was unreliable. We need the corridor to be open dependably. Security is a non-issue.
Hours	Supports tunnel being open 24 hours.
Hours	Tunnel should be open 24/7. Many people work very late at night.
Hours	Keep the tunnel open 24/7!
Hours	They are concerned with cyclists heading north for the GG Bridge after midnight, if the tunnel is closed.
Hours	I also strongly support extended hours of operation, at least 5am to 1am. Why solve a “problem” that we don’t know exists? Also, we don’t shut down highways at night even though there is a higher frequency of accidents.
Hours	Tunnel should be open and lighted 24 hours
Maintenance	Adopt an area of trail by different community groups.
Rail	SMART will need a grade separation at Andersen Drive.
Rail	There is potential for the rail to be at different sites - if it were put in the "bowl", it would cross the bike path.
Rail	There is a possibility of extending the rail to Corte Madera - determine which side of the rail the trail should be on.
Rail	The SMART DEIR calls for a change in angle between the rail right-of-way and Andersen Drive, for safety. Does this require purchase of land for the right-of-way? Who pays?
Security	Use a local security company to record and survey the tunnel.
Security	Late night travel is currently very difficult. You can have 24-hour monitoring for about \$40 a month.
Security	Should be patrolled by Sheriff's department / Search and Rescue
Security	A well-lit tunnel will discourage troublemakers or homeless from sleeping there.
Security	Cited Tunnels on Trails study, which shows that security on tunnels improved after they were opened.
Security	Stream video surveillance to the internet. 24-hour video monitoring is available and affordable from private security firms.
Security	I'd like to suggest that the security cameras be connected to the Internet to stream the video. This would allow interested people to voluntarily monitor the tunnel and provide a higher level of security at a modest cost.

Topic	Comment
Security	Allow top section of wall above 8-9 feet to tilt away from rail to widen bike path, particularly at the North end, or create a bike path ceiling.
Wall	I second the suggestion of building the footing for the separating wall with the intention to complete the project if SMART happens. 11 1/2 feet is very claustrophobic with such a tunnel that long. The whole tunnel is very spacious; I used to ride it in the late 70's. Thanks for working so hard to make a better community.
Wall	Have an acoustical engineer design noise-canceling surfaces into the walls.
Wall	End wall 3/4 of the way - allow greater width.
Wall	Have we considered not building the wall now, but waiting until the rail is approved - this is a matter of aesthetics.
Wall	Wall between bike and train is important.